## Meeting of the Pedestrian Advisory Committee, September 5, 2012

**Present**: Phillip Ailiff, Neal Baxter, Jennifer Edwards, Scott Engel, Diane Hansen, Dan Herber, Peter Janelle, Jacqueline Knight, Don Ostrom, Julia Tabbut; Mackenzie Turner Bargen, Steve Mahowald, Julie Danzl, Sarah Stewart, Joe Bernard, Leslie Foreman, Shaun Murphy.

Chairman Don Ostrom called the meeting to order at 4:05 PM, then asked all present to introduce themselves.

#### Minutes—Neal Baxter

Diane moved approval of the minutes for August, Dan seconded. Approved.

### **Announcements from Committee Members**

Julie: International Walk to School Day is on Oct. 3

Don: Went to the meeting on the Park & Portland Avenue re-model; attendance was huge.

Highlights: speed will drop to 30 MPH, reduction to 2 lanes (save near Lake St.), bike lanes along the whole route.

## **Programs & Policies Subcommittee—Dan Herber**

Dan moved the following resolution: That "high motor vehicle-pedestrian crash intersections" and "all school crosswalks" be substituted for "regional trail crossings" and "signalized intersections serving park and ride lots associated with light rail stations" as criteria for prioritizing the placement of higher visibility (enhanced) crosswalk markings. **Approved.** 

Discussion which preceded the vote included the following points:

Dan: The subcommittee plans to discuss our list of priorities with Steve Mosing & Allan Klugman of Public Works;

Joe: Let's drop the "light rail station park and ride" item, as there is no such park-and-ride in Mpls;

Jenny: How frequent is each of these items? Knowing would help us set priorities;

Pete: Moved that PAC pass the item, then return it to subcommittee for talks with Public Works staff; Julie: Note that school patrol corners don't get markings automatically.

In order to develop a PAC response to the City's ADA Plan, Neal volunteered to continue reading it, and forward his comments to the whole committee.

## **PAC Priorities—Shaun Murphy**

Shaun handed out the results of a prioritizing exercise from May 2012, which we discussed:

Diane: Knowing the cost of these items would enhance setting priorities;

Neal: Have we finished the pedestrian work zone item?

Shaun: No, as the changes wrought thus far affect only development sites, and none other.

### **PAC Subcommittee Structure—Discussion**

Joe: Setting the calendar for the whole calendar year would help us plan to attend;

Shaun: Agreed!

Neal: Let's lay out the schedule through December 2013;

Scott: Are the meeting times convenient?

Forrest: Why not teleconferencing?

Don: Then we miss the visual elements;

Dan: Our committee will try it anyway;

Peter: Getting the agenda early helps me send off a comment or idea if I can't attend the meeting.

## Norms of Accessibility—Shaun Murphy

Shaun handed out 2 sheets from the City's expert on accessibility, Ahmed Muhumud, and led us through the particulars.

Don: Do we need to implement these if we don't believe the need will arise?

Shaun: No, but be prepared if an attendee alerts you to that need;

Jenny: A vocabulary/jargon lesson would help us succinctly describe the visuals, and the work sites.

## Safe Routes to School—Forrest Hardy & Julie Danzl

Forrest replaced Rebecca Gomez, and got right to work on improving the stretch of 38<sup>th</sup> Street in front of Bancroft School. A study discovered unacceptable incidence of speeding there, during school hours. A solution was found in a pilot project along Selby Avenue in St. Paul. The result is a median between 13<sup>th</sup> to 14<sup>th</sup> Avenues, which features an attractive stencil pattern burned into the pavement, and narrower lanes. Vehicle speed has dropped to 30 MPH since implementation of the changes (late July 2012).

Julie Danzl: All the schools want their own median now! And money is available state-wide. Also, beginning on May 17, 2013, school buses will drop off the children a half-mile from Northrop School each Monday. In general, our work encouraging walking to school has had an effect.

Shaun: Julie and Forrest are wonderful!

## Infrastructure & Engineering Subcommittee—Scott Engel

Andrea Long, co-chair, will move to Seattle in October.

Lake Street from Blaisdell to 5<sup>th</sup> Avenue will be re-designed in a few years.

Scott moved the following resolution: The Minneapolis Pedestrian Advisory Committee recommends the following changes to Park and Portland Avenues to improve their condition for pedestrians:

- 1) install marked crosswalks at all signalized intersections;
- 2) remove a travel lane to reduce the distance of pedestrian crossings;
- 3) narrow existing traffic lanes to promote slower traffic speeds:
- 4) reduce speed limits from current 35 MPH to 30 MPH.

Peter proposed narrowing to 2 lanes at Lake Street, too (where the 3<sup>rd</sup> lane was retained), which many at the hearing wanted done. Scott reckoned this change as a friendly amendment, and added that Park & Portland will be made 2-way within 10 years.

Item #2 amended to: remove a traffic lane through the entire length of the project, to ease pedestrian crossings. **Resolution approved as amended.** 

Peter asked Leslie Foreman whether the reconfiguring of I-35W at Lake Street affects the re-opening of Nicollet Avenue. She said those are two separate projects.

# **Brainstorming Priorities for Increased Pedestrian Funding**

Scott: Ensuring adequate funding for Shaun and his staff;

Jenny: Streetscape design and beautification ideas;

Joe:Communicating with the Special Service Districts about plans for benches and other amenities;

Leslie: Enforcement; design vs. visibility; let's consider cost-free priorities, too;

Shaun: Pedestrian refuge & safety (i.e. medians);

Don: Let's schedule more brainstorming later, as this came out of the blue;

Joe: How much do our recommendations add to project and maintenance costs?

Don: Not our concern; ours is to propose and advocate;

Diane: Let's resume this conversation next month, shall we?

Julie moved to adjourn. Approved; adjourned at 5:55 PM.